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"HUA FENG LAO JEN"
LETTERS ON THE CHINESE
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[23]

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1st January, 1913 [742]

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Telephone [219].
Hongkong, 15th April 1913. [1584]

SUPREME COURT.

Tuesday, July 28th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR W. REES DAVIES
(Chief Justice).

CHINESE PARTNERSHIP ACTION.

A case was set down for hearing in which Ho Chiu Lam, alias Ho Yiu Tong, is plaintiff, and Ho Sau Lam, alias Ho Ngok Lau, is defendant. Plaintiff claims as a partner in the Po Cheong of Canton and the Wa. Kee firm of Hongkong, against the defendant for (1), a dissolution of the partnership entered into by an agreement dated the 13th April, 1904; (2), the appointment of a receiver of the partnership property; (3), the taking of the partnership accounts; (4), an injunction to restrain the defendant from converting the Tsung Hing theatre into dwelling houses or in any way interfering with the structure thereof, and to restrain him from interfering in any way with the partnership assets.

Mr. M. W. Slade, K.C., and Mr. E. C. Jenkin, instructed by Messrs. Otto Kong Sing and Leo D'Almeida e Castro, appeared for the plaintiff, and Mr. E. H. Sharp, K.C., and Mr. C. G. Alabaster, instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist), represented the defendant.

The statement of claim set forth that in or about the year 1878, the plaintiff, defendant and three others became partners in a business for the purpose of giving theatrical performances in Canton and Hongkong, and it was agreed *inter alia* that one Ho Tsun Lam should have four shares, and the plaintiff, the defendant and the two remaining partners, one share each. The partnership business was and still is carried on in Canton under the name of the Po Cheong, and in Hongkong under the name of the Wa. Kee. On April 13th, 1904, the partnership agreement was for the first time introduced into writing. Plaintiff and defendant were now the only two survivors of the five original partners. Since 1897 the defendant had had the entire control and management of the business in Canton and Hongkong. Defendant had never rendered an account of the partnership business, although he had been constantly pressed to do so.

In the statement of defence, defendant said plaintiff was not a partner in either the Po Cheong of Canton or the Wa. Kee of Hongkong, as he ceased to be a partner in both firms in or about the year 1902. Defendant said it was in consequence of the death of Ho Tsun Lam that a new agreement of partnership was drawn up on the 13th April, 1904. Accounts were taken and rendered in or about the year 1902, when plaintiff retired from the partnership, and all accounts due the plaintiff were paid to him, or to others on his behalf at his request, and there was nothing now due to him. Defendant also said that plaintiff's claim was barred by the Statute of Limitations.

Mr. Jenkin read the pleadings.

Mr. Slade, in opening, informed the Court that the partnership was originally between five brothers, and was in the family now. In the year 1878 the second brother, Ho Tsun Lam, came to Hongkong and started a theatrical business in which he was remarkably successful. A year or two later, his success continuing, he invited his four brothers to join him. They assisted him in various capacities in the management of the enterprise until 1885, when, the business having grown considerably, he made them partners. He kept four shares of the business, and gave each of his four brothers one share. The Canton office was apparently the head office, and all the accounts from the Hongkong office were sent there and the general accounts were kept there. Up to the year 1893 accounts were regularly kept, and a balance sheet of the business was produced every year. In that year, the founder of the business died. Just before his death he called all his brothers and sisters round his death bed, and directed that the defendant should take charge of the business in Canton; that the plaintiff should take charge of the property in the country, and that the fifth brother should take charge in Hongkong. He also said that the assets of the Company amounted to about \$300,000. His Lordship would notice that the eldest brother was left out of the directions, but, as a matter of fact, at the time he was suffering from ill-health. In 1894 the defendant, as being in charge of the Canton branch, should have produced the annual balance sheet, but, having what appears to be a constitutional objection to producing an intelligible account, he did not do so, and had not done so to date. The one thing, apparently, which the defendant would not do was to produce an account if he could avoid doing so.

The hearing was adjourned.

A private in the R.C.A., named Green, was used \$2 or seven days' for behaving in a disorderly manner at Wanchai, and \$5 or 11 days for assaulting an Indian constable.

THE REVOLT.

LATEST NEWS FROM THE NORTH.

MORE FIGHTING AT SHANGHAI.

On the night of the 28th instant, during an engagement between the rebels and the Northern troops, a few bombs fell into the foreign settlement at Shanghai and exploded, injuring three Europeans, two men and a boy.

In the native city at Shanghai on the same night three fires occurred. Numbers of Chinese are leaving this quarter and seeking protection in the foreign settlement.

On Sunday evening two Chinese cruisers sailed for Woosung, and it is believed that they intend to attack the forts.

As the China Merchants steamer *Sin Chai* was passing Woosung she was seized by rebels.

Throughout Sunday night the rebels again made a determined but unsuccessful attempt to take the arsenal, being driven back by the Northern troops.

Twenty shells and 200,000 rounds of ammunition which were being conveyed to the rebels at Shanghai were seized by Chinese Naval officers at Soochow.

Ching Tak Chuen, the Governor of Nanking, who recently escaped to Shanghai, has ordered the Government troops in Soochow and Chinkiang to proceed to Nanking to give battle to the rebels.

General Cheung Fan has arrived at Yungchow, and is marching on Nanking with a strong force.

Ex viceroys, Generalissimo of the rebel forces, who came down to Hongkong on Monday, proceeded to Canton by the *Kinsan* the same night.

THE CHINESE DANTON.

The following "pen portrait" of the principal actor in the present revolution is by the well-known writer on Chinese affairs, Putnam Weale:

The second actor is Huang Hsing, the Danton of the Chinese Revolution. There is something particularly engaging about this man, something that seems to mark him out for violent and commanding roles. His is a curious story—a truly Eastern tale.

Huang Hsing means Yellow Star, and is the legend of the man's birth. When he was born in the historic province of Hunan—the story goes that a yellow comet appeared in the sky and blazed forth a lurid light, frightening the populace and hastening soothsayers to the house of the new-born babe. Setting to work, these wise men read the sign in the heavens in conjunction with certain geomantic signs. What they proclaimed was startling; it was hard to believe. Yet the handwriting was absolutely clear—was it not on the very skies? It was nothing less than this: the child would one day overturn the Throne and become Emperor. In a few days this news spread so far that it reached the ears of Manchu officials, who promptly ordered the parents to be arrested as disturbers of the public peace. Warned in time the father and mother speedily fled with their wondrous babe, convinced that some day this miracle must come true.

Well, this kind of story is very old in Asia, as old as the story of creation and the story of the Flood, both of which have a strictly scientific basis. Whether in the present instance it is precisely true or not is unimportant. The important point is that it is accepted as true, and that after Yuan Shih-kai and perhaps even before him—Huang Hsing is the strongest man in the China of to-day.

And true to the predictions of the soothsayers he became a revolutionary from the start. Hardly had he finished his education than he returned to Hunan as a school-teacher, bubbling over with radical ideas. Finding his scholars all too ready to imitate his teaching, he began preaching to them the immortal protestations of Jean Jacques to the best of his ability. An insurrection inevitably followed, and consequently more than a decade ago Huang Hsing was already a marked man hiding for his life in Japan. Here a new epoch dawned for him—he met Sun Yat-sen. These two men, thrown together by pure chance, immediately recognized in each other complementary types. Huang Hsing was the man of action—Sun Yat-sen the dreamer. Together the two founded the Tung-meng-hui or Sworn Brotherhood, pledged to free China from the Manchus, and restore a purely Chinese regime. Years of quiet work followed. After the Russo-Japanese war these Disciples of Freedom thought the time ripe and acted—abruptly—but it is actually said that the revolutionary proclamations which were drawn from secret dens at Hankow and flung broadcast over the country so rapidly after the outbreak of 10th October were all printed in Tokyo at the time of the Treaty of Portsmouth. They had been ready for six long years.

When the fighting commenced, as an arrow speeds from the bow so did Huang Hsing rush to his native Hunan and commenced the organization of the Hunanese army—all the while stiffening Li Yuan-hung by surrounding him with his own lieutenants pledged to the policy of winning or dying. Time was against Huang Hsing, however. Most of his men were only recruits of two months' service when Hankow having been wrested from Li Yuan-hung's corps by the Imperialists, the attack on the neighbouring stronghold of Hanyang was commenced. The situation was so desperate that Huang Hsing launched a forlorn hope across the bridge of boats uniting the rebel stronghold to Hankow—a forlorn hope composed of the flower of Hunan—2,000 young men who were all blotted out, it is said—being strangled or drowned. Subjected to a terrific bombardment and outnumbered by the trained Northern troops, Huang Hsing and the remainder of his men were rapidly thrust out of Hanyang, and for days Wuchang and the embryo Republic trembled in the balance. Seeing that all was lost here, Huang Hsing rushed down the Yangtze and then down the coast to Canton, to bring up every trained Cantonese soldier he could to Nanking, already captured partly by

brigand and partly by assault, and proclaimed the Republic capital. Working with volcanic energy he massed there a fresh army of 50,000 men, who were prepared to attack the Imperialists in the weakest quarter. But the apostle of the Revolution, Sun Yat-sen, had not been idle, and by means of a curious cross-play he had won by diplomacy what had been denied to rebel arms.

Huang Hsing and his army was therefore left "in the air." The man shrugged his shoulders and waited. A year has gone by since then. He is still waiting. That is the chief point about Huang Hsing. He is the man who is waiting. Remember that.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

CANTON, July 28th.

TUTUH'S NEW SEAL.

The Governor-General has made a new seal, bearing the characters "Governor-General of Kwangtung and Commander-in-Chief of the Punitive Expedition." All documents relating to Military affairs are henceforth to be sealed with this seal, while documents having reference to all other matters will continue to be stamped with the old seal, on which are characters representing "Tutuh of Kwangtung."

RECRUITING SOLDIERS. Governor-General Chan Kwing-ming has issued a notification, inviting those who have had military experience or have served in the Army to join the "Punitive Force." All applicants are required to produce testimonials or certificates for inspection, and to submit detailed statements of their own, their father's and grandfather's professions, etc.

CANTON-KOWLOON RAILWAY. The Chief of the Police Department has written to the Commissioner of Finance for a sum of \$23,400, for the erection of 18 fortified police stations along the Canton-Kowloon Railway line. These structures are deemed necessary for the protection of this Railway from attacks by robbers.

GOVERNMENT PAY IN CANTON. Yesterday the Governor-General had a meeting with the Heads of the various departments, at which it was decided that, commencing with August, half the salary of every civil servant should be paid in Government Bonds. This step has been decided upon, owing to the shortage of funds in the Treasury and the anticipated military expenses.

By the way, it is said that, out of the \$3,000,000 remitted from Peking to relieve the Canton Government's financial straits, only \$25,000 has actually been drawn by the local Government, and that the Hongkong and Shanghai Bank has received instructions to stop paying over any of this remittance to the local authorities.

SOLDIERS RECALLED. The several regiments of soldiers that were despatched to Chaochow, Kowchow, Weichow and Kingchow some months ago are being recalled to Canton.

CHINESE TOURISTS. During the month of June, 44 applications for travelling passports to America, Canada and Australia were received and granted by the Commissioner for Foreign Affairs.

THE MAGISTRACY.

THREAT OF AN OPIUM PIPE.

A Chinese received sentence of a month's hard labour yesterday for stealing an opium pipe in Wanchai.

UNLAWFUL POSSESSION OF AMMUNITION. Before Mr. McIlbourne, a Chinese was fined \$100, or six weeks' hard labour, for being in unlawful possession of 300 rounds of ammunition.

SEVERE CHARGE AGAINST A MESS BOY.

Before Mr. C. D. McIlbourne, a mess boy employed on the *Empress of China* was charged with exporting 200 tins of opium, valued at about \$3,000. Mr. R. F. C. Master (of Messrs. Johnson, Stokes & Master) appeared for the shipping company, and Mr. R. C. Balfour defended. Mr. Faithful applied for a remand, and Mr. Master said that in that case he would ask his Worship to take the evidence of the Chief Officer, as the ship was sailing at noon, and would not be back for two and a half months. This suggestion was agreed to, and the Chief Officer deposed that the opium was not mentioned on the ship notices which he received, but he could not swear it was not on the manifest as he would not see the manifest until it was closed, which would be a few minutes before the ship sailed. Mr. Master undertook that the manifest should be produced at next hearing. Mr. Faithful asked for bail, and Inspector Kerr said he would ask for \$4,000. Mr. Faithful said that sum was prohibitive. His Worship observed that the case looked to be serious. He could not take less than \$4,000. The case was remanded until Tuesday.

INDUSTRIES IN CHINA.

The following articles appear in the *Times* "Textile Supplement":—

SILK. The silk industry of China is reputed to be 4,000 years old and for 2,000 years the country has been noted for its silk. To-day this product occupies the premier place among its exports, accounting for 25 per cent. of the value of goods sent abroad. At one time China supplied the West with all its silk products; within the last 50 years it still supplied half the trade. It has now been overtaken by Japan and has to be content with less than a third of the world's trade. In 1910 Japan's contribution was 30 per cent., China's 31, Eastern Europe 19, and the Levant and Central Asia 11 per cent.

The Chinese silkworm in the most favoured districts is by nature the best in the world, producing naturally from the best mulberry the largest quantity of the finest silk; but China has made no attempt to counteract by scientific remedies the effects of disease or to apply scientific methods to the industry. The result to-day is that the producing capacity of the Italian silkworm is four times that of the Chinese. By exposing the eggs to frost and snow it is probable that the Chinese peasant is more successful in eliminating the weaklings than his European rival; but there his science ends. There is no microscopic examination afterwards, and in the case of fully 50 per cent. of the eggs hatched out the silkworm will die before the cocoon stage is reached.

VARIETIES OF SILK.

The silk of China comprises white, yellow, and wild silk. Of these raw white silk (the staple of the European market) is the most important, supplying 50 per cent. of the total exports of silk. It is produced for the most part within a radius of 150 miles around Shanghai and in the neighbourhood of Canton. Raw yellow silk is produced in Szechuan and Shantung provinces, and in small quantities in Hunan. Wild silk, the product of a silkworm fed upon oak leaves, comes mainly from Manchuria and Shantung. It is coarse in comparison with white and yellow silks, and provides the tassels and pongees of commerce.

Stem filatures are to be found at eight of the twenty ports and together they were responsible in 1911 for an export of raw white silk amounting in value to \$4,890,000 out of a total silk export of \$17,370,000. With the exception of the products of these mills the industry is almost exclusively in the hands of the peasantry. Each farmer rears his own cocoons, with the assistance of every member of the family. The process is of the most primitive kind; both cleanliness and uniformity are alike at a discount. Silk piece-goods are woven on hand-looms by small weavers, who either buy raw silk from the farmers and sell the manufactured articles themselves or weave to order silk supplied them by merchants. These methods lead to an enormous variety of kinds of silk piece goods, each weaver tending to specialize in one or more kinds. His output is bought by collectors on behalf of the silk brokers and is classified for market purposes.

LACK OF STATISTICS.

The nature of the Chinese silk industry prevents the compilation of any exhaustive statistics, even if—as is not the case—any Government statistical bureau had attempted to gather the information. Under the Republic, however, the establishment of such a bureau is provided for or contemplated and may in due course be established. The returns of the Chinese Maritime Customs show the movement of silk products from the various Customs districts. In the case of piece goods in 1911 the quantity passed through the various Customs districts amounted to 3,658,400 lbs., valued at \$2,700,000. The exports to foreign countries were 2,244,933 lbs., valued at \$2,350,000, of which 1,790,400 lbs. went to Hongkong for redistribution. There would thus be left in the country 1,412,467 lbs. If to this amount be added the products that are not accounted for in the Customs returns, it will be found that the estimate that China produces for domestic consumption about as much silk as she exports is probably near the mark.

ADVERSE FACTORS.

It is possible that the industry is reaching a critical stage. Apart from the deterioration of Chinese silk, due to the neglect of scientific methods of culture, there is on the one hand the persistent and ever-increasing competition of Japan, and efforts to foster and improve sericulture. On the other hand, the establishment of the Republic has led to a change of dress. The adoption of foreign clothes in the place of the national costume implies a change from silk to wool. It may be too early to gauge the effect on the silk trade with any accuracy, as each year sees the industry liable to be affected in one way or another by a temporary set of circumstances. Thus in 1911 the general depression emanating from America was bound to be reflected in the Chinese trade, apart

from Japanese competition. High prices for cocoons, due partly to increased taxation in Chekiang, combined with a decline in prices of stem filature silks, caused some of the Shanghai filatures to be closed. Again, the pongee trade that year was affected by plague. In 1912 came a sharp revival, and when the final returns are published the volume of trade may prove to have established a record. The silk crop was above the average, and after a dull opening there was a brisk demand for silk in July, August, and September. Any falling off in the home consumption may now be set off by the sudden rise in the demand from India. In 1912 the silk exports to India from Shanghai were double those of 1911 and were slightly more than the exports to the United States. This year it is hoped that the conclusion of the International loan of \$25,000,000 will so far remove the financial stringency from which China has suffered of late as to give fresh impetus to the general trade of the country.

The advent of artificial silk may sooner or later exercise its effect on the Chinese market, even if the imports to China itself may be unimportant; the increasing use to which this silk is being put in America must be reflected in the demand for Chinese silk.

COTTON.

It is strange that the country, which had woven silk for possibly a score of centuries should have been a thousand years behind India in making use of cotton. But the cultivation of the plant and the spinning of cotton into yarn were probably unknown to China until the 13th century A.D. In the fact that there was apparently much opposition in China to the introduction of cotton as a textile, we may find some connection with the established hold that silk had on the country. To-day the cotton industry is co-extensive with China Proper. The native staple is very short, though in certain districts of good fibre, and is only adapted to wet and short-end work. Experiments, with new seed, however, in Manchuria have resulted in the growth of a cotton of longer staple, and it is generally believed that with reasonable care China could produce a cotton that would compare favourably with that of America. The question has received the attention of Provincial Governments, and with stability and a fair exchange in Peking improvements in cotton-growing will figure among the first practical reforms of Republican Government. Already the consideration of the latter has been enlisted for the removal of certain handicaps from which the industry suffers, notably in connection with the excise duty on the product of China's cotton mills, which is levied at the rate of 70 candarens (Hankow taels) (\$2.) per picul (133 lbs.) of yarn, 8 candarens (about 2½ d.) per piece of sheetings, and 10 candarens (about 2½ d.) per piece of drills.

No estimate can be formed of the amount of cotton produced annually in China. In 1910 and 1911 the movement through the Customs amounted to 179,085,000 lbs. and 132,130,133 lbs. respectively, of which 90 per cent. in each case was exported. Imports of raw cotton for these years amounted to 27,465,333 lbs. and 5,487,800 lbs. But naturally these figures bear no relation to China's total production. The requirements of the local mills for 1912 were put at 680,000 bales (of 400 lbs.). The average yield per acre is reckoned at 400 lb. of seed cotton, or 176-30 lbs. of clean cotton.

The first cotton mill in China was Chinese-owned and was erected in 1891. The right to foreign ownership was at first challenged, but the Sino-Japanese Treaty of 1895 conceded to Japanese the right to engage in manufacturing industries and an impetus was at once given to foreign-owned cotton mills. Between 1895 and 1899 11 mills, Chinese and foreign, were erected. The latest available statistics give 31 mills, with 835,112 spindles and 3,738 looms, representing a capital of about \$2,000,000. After experiencing many lean years three mills entered in 1913 on a period of marked prosperity. Instead of having to bid against one another for such of the local cotton as is not exported to Japan, they had a ready supply to hand, owing in part to the high exchange, which militated against export.

YARN PRODUCTION.

The main source of profit is from yarn, the manufacture of cloth being a negligible quantity. In yarn the China mills have now begun to challenge both Indian and Japanese imports, their output being about 50 per cent. of the combined imports of these two countries. But with important additions being made to several mills, it is evident that greater competition may be anticipated. Yarn is wanted throughout China for a strong warp which the people on their handlooms fill in with a handspun weft of Chinese cotton. While machinery has partially replaced the spinning-wheel, it has made no appreciable impression on the handloom in China. It is true that the falling off in 1911 in the imports of Indian and Japanese yarn was compensated by a sharp rise in 1912, but it is probable that these fluctuations will not be found to interfere with the steady progress in China's yarn industry.

WOOL.

China exports sheep's wool, mainly to the United States. There are 11 cleaning and packing factories. Woolen goods are manufactured on a small scale in five factories. In 1897 woolsens amounted to 10 per cent. of all imports; to-day they are less than 1 per cent. With the change in costume that has marked the adoption of a Republican form of Government there will be an increased demand for cloth. The market associated with China's millions, however, will respond but slowly to the change of fashion set in Peking and the treaty ports.

Fibres, hemp, jute, and ramie appear first as an export in 1879 with 1,394,133 lbs. The movement through the Customs in 1910 and 1911 was 57 and 54 million lbs. respectively, of which 38 and 33 million lbs. were exported, the greater part going to Japan. There is one grass-cloth factory in Wuchang, but the bulk of the fibres retained for consumption in China would seem to be used in home industries.

FORTHCOMING PERFORMANCE BY CHINESE MAGICIANS.

The Chui Kwan Lok Hing Company of magicians from Peking has arrived in the Colony and engaged the Theatre Royal for a first performance to-morrow (Thursday) night at 9 p.m. The Company, we understand, is one which is well-known in China and has just returned from a foreign tour. They appear to be an exceptionally clever combination. A quaintly-written description of their performance says:—"Sheung Fu and Su Kwai Hark, two of the players, are very clever in playing with jars and porcelain ware, which they turn round and round like wheels on their shoulders. They can also make a dish fly like a butterfly. Two other players named Mon Tin Fo and Len Lan Ying, having learned the spell of the Ng Chi five gods in their childhood, can walk up a hill with knives on and hang up a rope, stabbing two daggers on their both sides. However, they have neither wounds nor scars on them and so obtain the applause of the spectator on the spot. They only possess this spell of the gods and have no equals in the world. There are also some other little girls with bound feet who walk on wires as on a floor and as swiftly as clouds. Besides the above there are some wonderful performances which are most unlimited and attractive." The booking is at Montre's. Further particulars appear in our advertisement columns.

INTIMATIONS



WE HAVE SO MUCH confidence in our Coffee because—we know the extreme thought and care that go into the making of every pound. The watchful selection of berries, the thorough double cleaning, the perfect blend and the exact roasting combine to give you such deliciousness as, we believe, no other Coffee has ever attained.

—"LOTUS" COFFEE.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

14, QUEEN'S ROAD, CANTON.

(31)

HOWARD WATCHES

THE AMERICAN WATCH OF FINEST QUALITY AND HIGH PRECISION.

ADJUSTED FOR TEMPERATURE AND POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED

AT THE FACTORY.

Write or Send for Catalogue

to THE SOLE AGENTS:

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,

CHATER ROAD

(42)

PERTUSSIN.

Is a harmless and efficient remedy against all diseases of the respiratory organs, especially WHOOPING COUGH, CATARRH OF LARYNX, ACUTE AND CHRONIC BRONCHIAL CATARRH, ASTHMA, ETC., which has been recognised unqualifiedly by the highest authorities. Also the AFFECTIONS OF THE LUNGS will be greatly relieved by the use of it.

TO BE HAD AT EVERY CHEMIST.

IMPORTERS:

S. J. BETINES & CO.,

TIENTSIN AND PEKING.

VOELKEL & SCHROEDER, LTD. SHANGHAI.



439

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed **DAILY PRESS** only, special business matter **THE MANAGER**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 35. Telephone No. 12.
Telegraphic Address: **Press**.
Codes: A.B.C. 4th Ed., Lieber's.

NEW ADVERTISEMENTS

THEATRE ROYAL

THREE NIGHTS ONLY.

THE WORLD FAMOUS
CHUI KWAN LOK HING
COMPANY OF MAGICIANS
FROM PEKING.

COMMENCING AT 9 P.M. SHARP.

THURSDAY, 31st JULY.

FRIDAY, 1st AUGUST.

AND

SATURDAY, 2nd AUGUST.

PRICES:

Circle \$3.00

Stalls \$2.00

Pit \$1.00

Booking at MOUTRIE'S.

Hongkong, 29th July, 1913. [919]

KOWLOON-CANTON RAILWAY

(BRITISH SECTION).

NOTICE.

IT IS HEREBY NOTIFIED that the DOWN EXPRESS TRAINS from CANTON and the UP EXPRESS TRAINS from KOWLOON will CEASE calling at Yau Ma Tei on and after 1st August, 1913.

By Order,

H. F. WINSLOW, Manager.

Kowloon, 29th July, 1913. [920]

SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

DIRECT STEAM FOR GENOA, NAPLES, LEGHORN, POMBA, PORT SAID VIA SIN-AP-PO (Without Transshipment.)

(Taking Cargo at through rates to all MEDITERRANEAN, ADRIATIC, BALTIC, VALENZA, ALGERIAN, AMERICAN, MALAGA, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.)

THE Steamship

CAPRI Captain Portman will be dispatched as above on WEDNESDAY, the 31st August, at Noon. For further particulars regarding freight and Passage, apply to

CARLONITZ & Co., Agents.

Hongkong, 30th July, 1913. [5]

FROM EUROPE.

THE H.A.L. Steamship

"BRISGAVIA" Captain Ernst, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Aug. will be subject to sale.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd Aug. at 9.30 A.M. No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex ss. "Borhard" from Seattle.
Ex ss. "Suzanne Marie" from Bordeaux.
Ex ss. "Mollie" from Subal.
Ex ss. "Rotterdam" from Lishan.
Ex ss. "Bigo" from Bremen.
Ex ss. "Bigo" from Christiania.
Ex ss. "Tulleberg" from Abus.
Ex ss. "Tull" from Nantwerp.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 15th July, 1913. [921]

NOW ON SALE.

ROUND VOLUMES of the HONGKONG DAILY PRESS, JANUARY to JUNE, 1913. With Index. Price \$7.50. On Sale at the "Hongkong Daily Press" Office.

Hongkong, 30th July, 1913.

PUBLIC COMPANY

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the Six Months ending 30th June, will be PAYABLE on TUESDAY, 5th AUGUST, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to the 5th August, 1913, both days inclusive.

By Order of the Board of Directors.

W. E. CLARKE, Secretary.

Hongkong, 22nd July, 1913. [850]

INTIMATIONS

WATKINS, LIMITED (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of the above-named Company will be held in the Office of the Liquidator, New Government Building, Hongkong, TO-MORROW (THURSDAY), 31st JULY, 1913, at 3 o'clock P.M. precisely, for the following purposes:

- (1) To receive the Report and Accounts of the Liquidator and to fix his remuneration.
- (2) To determine whether further legal proceedings should be taken against Mr. G. A. WATKINS.
- (3) To declare a first and final dividend or return of Capital.

E. A. M. WILLIAMS, Liquidator.

Hongkong, 18th July, 1913.

N.B.—IT IS ALSO HEREBY NOTIFIED that none but registered shareholders will be allowed to attend the Meeting and that the dividend warrants will only be paid to registered shareholders in exchange for their scrip.

[892]

IN THE MATTER OF THE COMPANIES ORDINANCE No. 1 of 1865,

AND IN THE MATTER OF GEO. FENWICK & CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN in pursuance of Section 176 of the Companies Ordinance, No. 1 of 1865, that the SECOND ANNUAL GENERAL MEETING of Members of the above-named Company will be held at the Office of the Liquidators, No. 5, Queen's Road Central, Hongkong, at 12 o'clock Noon, on WEDNESDAY, the 31st day of AUGUST, 1913, for the purposes provided for in the said Section.

PERCY SMITH, SETH & FLEMING, Liquidators.

Hongkong, 29th July, 1913. [917]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Kintanjo & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 25th July, 1913. [907]

WEIKAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "Magnificent Climate." Preparation by Experienced and Qualified Teachers for Entrance to Schools in England, or for Commercial Life in the East. New School-House by the sea. Recreations—Sea Bathing, Boating, Cricket, Football, etc. For terms apply to the Headmaster.

HERBERT L. BEER, L.C.P.

1085

MESSAGE

SKILLFUL, Safety in the General or Electric.

Miss MORITA.

Care of MONTANA HOTEL,

15, 16 and 17, Courthouse Road

Opposite Blake Pier.

Hongkong, 8th May, 1913. [652]

FOR SALE.

A GOOD RETAIL BUSINESS in HONGKONG. Owner retiring. Easy terms of purchase. Apply in writing to

GOLDING & RUSS, Solicitors.

6, Des Voeux Road.

Hongkong, 29th July, 1913. [916]

FOR THE SUMMER MONTHS

SPECIALITIES

CORNEO OX TONGUES.

CORNEO BEEF.

CORNEO PORK.

PRESSED BEEF.

GERMAN SAUSAGES.

These w of the delicacies offered for sale by

THE DAIRY FARM CO., LTD.

[28]

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

HARDWARE DEPT.

FULL STOCK OF COOKING UTENSILS

IN ALUMINIUM, ENAMELLED STEEL, ETC.

THE "WHITE MOUNTAIN"

ICE CREAM FREEZERS

STOCKED

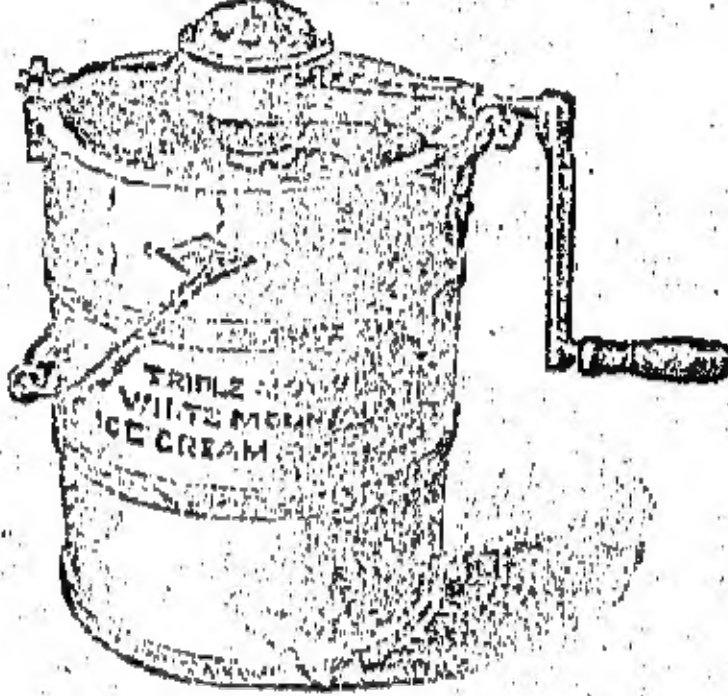
IN

10 SIZES.

1 QUART

TO

12 QUARTS.



TRIPLE

MOTION.

MAKES

DELICIOUS ICE CREAM

IN THREE MINUTES.

TEAKWOOD ICE CHESTS

CONSTRUCTED AND PACKED UNDER OUR PERSONAL SUPERVISION.

THE ONLY ICE CHESTS GIVING

COMPLETE SATISFACTION FOR USE IN THIS CLIMATE.

BERKEFELD FILTERS

IN ALL SIZES.

ICE BLANKETS, ICE SHAVES, ETC.

LANE, CRAWFORD & CO.

[46]

PEEK, FREAN & CO.'S CELEBRATED BISCUITS.

CAN BE OBTAINED FROM

WING ON Co.
SINGH Co.
KWONG HIP SHING.
KWONG WAH
KWONG FOK CHEONG,
SUN Co.
CHEN KWONG.
M. Y. SAN.
M. ALLISON.
SAN KWOK MAN.
AND OTHER LEADING GROCERS.

ASK FOR OUR SPECIAL NOVELTIES:

PAPA-CAKE.
SHORT-CAKE.
TEDDY BEAR.
LEMON PUFF CREAM.
CLOTTED CREAM.

Other well-known Biscuits such as Marie, Petit Biscuits, Milk, Nice, Osborne, etc., are also made by us and sold at prices which compare favourably with any other maker's.

REPRESENTATIVES FOR SOUTH CHINA:

MACEWEN, FRICKEL & Co.,

1st May, 1913 HONGKONG AND CANTON. [392-2]

AH MEN, HING CHEONG & Co.,

HIGH-CLASS

TAILORS AND OUTFITTERS.

WE HAVE ENJOYED THE PATRONAGE OF THE OFFICERS OF THE ARMY FOR OVER 20 YEARS.

ORDERS PROMPTLY ATTENDED TO AND CARRIED OUT WITH PRECISION.

No. 8, QUEEN'S ROAD CENTRAL, HONGKONG.

All Contracts entered into by us bear our Chop and the Personal Signature of either of our two Managing Partners, viz. —

TO SHEK TSUN (杜石泉), or
TSE PUN SHANG (謝學生).

No Contract will be considered as Valid as against the Firm unless Signed as above.

Hongkong, 29th July, 1913. [918]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under Taken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch. Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR, Manager, 5, Des Voeux Road Central, (First Floor).

Telephone No. 650. Hongkong, 1st June, 1913. [772]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.

Apply—MANAGER, Hongkong Daily Press Office

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED. STYLISH BATHING DRESSES and CAPS.

FINEST VOILES, STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED. EMBROIDERED MATERIALS, &c., &c.

You will find Our Range incomparable for Quality, Style and Price.

HOOSAIN-ALI & Co., 10, D'AGUIAR STREET, HONGKONG.

Hongkong, 26th June, 1913. [45]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of "DAILY PRESS" are on Sale daily at the following Stores:—KOWLOON BOOK STALL, Ferry Wharf, Messrs. HUNG CHEONG, Haiphong Road.

AUCTIONS

G. R.

SALE BY PUBLIC AUCTION

OF

H.M.S. "ALACRITY"

(Late Admiral's Yacht).

On TUESDAY,

the 2nd September, 1913, at 11 A.M., on Board,

As she lies at H.M. Naval Yard, Hongkong and without restriction as to disposal.

PARTICULARS—Twin-Screw Steamer built for about 14 knots with Coal Storage of Approximately 400 tons; Original I.H.P. Natural Draught 2,000. Two Sets of Compound, 2 Cylinder Engines, a Complete Set of Auxiliary Engines and Spare Gear, Condensers, Evaporators and Four Cylindrical Boilers. Fitted for Internal Electric Lighting Throughout with Duplicate Dynamos. Complete with Anchors and Chain Cable and six 6 pdr. Frame-Standard Gun Mountings.

Length between Perpendiculars... 250 ft. 0 in. Extreme Breadth... 32 ft. 6 in. Displacement... 1,700 tons.

Further particulars and conditions of sale can be obtained on application to the Auctioneers, Messrs. HUGHES & HOUGH, Hongkong.

The ship will be open to inspection from the 18th to the 29th August, inclusive, between the hours of 10 A.M. and 4 P.M., and permits to view her can be obtained on application to the Commodore's Office.

R. H. ANSTRUTHER, Commodore.

Hongkong, 28th July, 1913. [908]

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction on Board,

On TUESDAY,

the 2nd September, 1913, at 11 A.M.,

H.M. Twin Screw Torpedo Boat Destroyers

"HANDY" and "JANUS,"

as they now lie at H.M. Dockyard, Hongkong.

To be sold separately for breaking up.

Approximate Dimensions:—

Length between Perpendiculars... 197 feet.

Beam (external)... 19 ft. 3 in.

Displacement... 256 tons.

Fitted with Two Sets of Triple Expansion

Engines, Water Tube Boilers (unfitted) and a

Large Quantity of Valuable Metal Fittings.

Can be viewed from the 18th to the 29th

August, inclusive, between the hours of 10 A.M.

and 4 P.M., permits being obtained at the

Commodore's Office.

Catalogues containing further particulars

and conditions of sale can be obtained from the

Undersigned.

HUGHES & HOUGH,

Auctioneers to the Admiralty.

Hongkong, 28th July, 1913. [909]

GRACA & CO.

PUNDS ST. (Hongkong Hotel Building)

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS

TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

[842]

BANKS

THE CHARTERED BANK OF INDIA

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL... £1,300,000

RESERVE FUND... £1,700,000

RESERVE LIABILITY OF

PROPRIETORS... £1,200,000

FOREIGN EXCHANGE and General

Banking business transacted.

CURRENT ACCOUNTS opened and

FIXED DEPOSITS received for 1 year or

shorter periods at rates which will be quoted

on application.

A. S. HEWETT,

Acting Manager.

Hongkong, 14th April, 1913. [135]

NEDERLANDSCH-INDISCH

HANDELSBANK

(NEDERLANDS INDIA COMMERCIAL BANK)

ESTABLISHED 1865.

Authorized Capital FL 15,000,000 (£1,250,000)

Paid up Capital FL 14,905,350 (£1,242,112)

Reserve Fund FL 5,022,161.27 (£418,513)

HEAD OFFICE: AMSTERDAM

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS DRAGONS BANK.

SWISS BANK CORP.

BRANCHES AND AGENTS all over the

World.

THE BANK transacts every description of

Banking and Exchange business, receives money

on Current Account at the rate of 2 per cent. per

annum on Daily Balances. Rates on Fixed

Deposit can be ascertained on application.

G. VERMEY, Manager,

No. 8, Des Voeux Road Central.

Hongkong, 23rd April, 1913. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

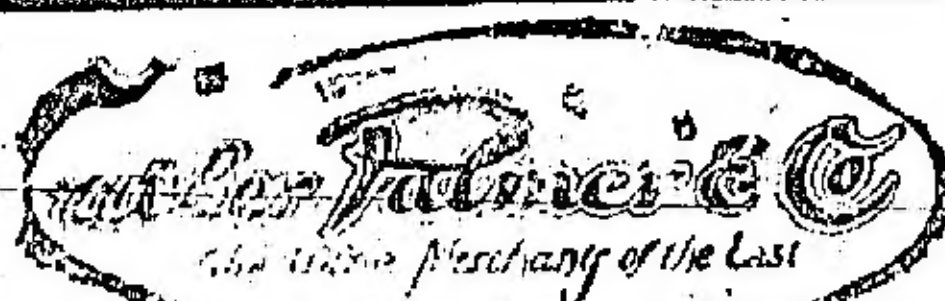
INTEREST on deposits is allowed on the

Minimum Monthly Balances at 2 1/2 per cent

per annum.

Depositors may transfer at their option

balance \$100 or more to the HONGKONG AND



NAPIER JOHNSTONE'S

SQUARE BOTTLE

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN 1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



THE NEW FRENCH REMEDY.
THERAPION NO. 1
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THE CHINA MUTUAL
INSURANCE CO., LTD.

CONSULTING ACTUARY'S REPORT.

The following is the report of Mr. George King, F.I.A., F.F.A., F.A.S., the Consulting Actuary of the China Mutual Life Insurance Co., Ltd., on the affairs of the Company:

SHANGHAI, July 15th.

To the Directors,
The China Mutual Life Ins. Co., Ltd.,
Shanghai:

Gentlemen:—
(1)—You were good enough to invite me to visit the Head Office of the Company in Shanghai with a view to my making an investigation into the financial position of the Company generally, and more particularly with a view to my superintending the closing of the Quinquennial Valuation which is required by the British Board of Trade under the Assurance Companies' Act 1909, and I have now the honour to submit my Report.

(2)—I have to thank the Managers and other officers of the Company for the complete manner in which they have submitted everything to me, for their ready response to any request I have made for information on the various points which arose, and for the great facilities which they have granted to me. I have had everything placed before me which would help me in coming to a just opinion regarding the position of the Company, and I have full confidence, therefore, that I am reporting from facts completely disclosed.

(3)—My enquiry naturally has divided itself into two sections, that relating to investments of the Company, and that relating to the estimate of liability under the assurance and other contracts, and I now proceed to deal with these in their order.

INVESTMENTS.
(4)—It will be understood that I have not had the experience myself to enable me to offer a useful opinion as to the value of the investments of the Company in mortgages and other securities in China, and in other Eastern Countries, but I have enquired into the methods of valuation which have been adopted, and I have satisfied myself that they are sound and thorough, and that implicit reliance may be placed on the values as they appear in the Balance Sheet. As to the securities quoted on the London Stock Exchange, they have properly been written to the mean values in the London market on the 31st March 1913, the depreciation having been charged against the Investment Reserve Fund of £10,000, which appeared in the Balance Sheet for the 31st March 1912, the amount so written off having been £15,431.59.

(5)—In respect of the other securities, a sum of £15,000 has been set aside, which I am satisfied is sufficient, and that therefore the certificate appended to the Balance Sheet, that the assets are in the aggregate fully of the value stated, less the Investment Reserve Fund, is fully justified.

(6)—In order to avoid as far as possible the difficulties to such a Company as the China Mutual arising from the fluctuating rates of exchange as between gold and silver currencies, the plan has been adopted of so making the investments that the gold and silver investments shall be approximately in proportion to the respective gold and silver liabilities. This plan will be carried out as far as practicable in the future; therefore fluctuations of exchange cease to be of much importance, and do not disturb the financial position of the Company, and a special reserve to cover fluctuations in exchange is not required.

ESTIMATE OF LIABILITY.

(7)—The principles and methods to be adopted in the Valuation were settled long in advance by the Actuary in consultation with me, and the work was carried out at the Head Office, and I found that it was practically complete on my arrival in Shanghai. I have satisfied myself that these principles and methods have been strictly applied by the staff, under the supervision of the Actuary, Mr. Neill, and more recently also of the Assistant Actuary, Mr. Stark, who took up his appointment in Shanghai only a short time ago. The work has been efficiently performed with complete checks, and I am satisfied as to the accuracy of the results.

(8)—Mortality Table. There is no existing Table available, representing the mortality in China and other Eastern Countries, which could be used in the Valuation, and recourse had therefore to be had to a standard table, and after careful consideration the new British Offices Table, technically known as the 0m (6) was adopted. An investigation was made into the mortality experience of the China Mutual itself, and as was to be expected, the rate of mortality disclosed considerably exceeds that prevailing amongst assured lives in Europe, but it proved to be fully covered by the Company's premiums, which are higher than those charged in Europe. The Valuation Table, therefore, has not a strict relation to the mortality occurring amongst the lives assured in the Company, and is used, not to represent the mortality prevailing, but to produce a sufficient estimate of liability, and it has been found that, seeing that the business of the Company consists in great part of Endowment Assurances payable at the end of fixed terms of years or at the previous death of the lives assured, the estimate of liability provided by the 0m (6) Table is, on the whole, slightly greater than if a table accurately representing the real mortality had been employed. Therefore the reserves required by employing this Table are to a small extent greater than they would have been by a table representing the true mortality, and the difference is on the right side, the liability of the Company being slightly overstated.

(9)—Rate of Interest. Interest at the rate of 5 per cent. has been assumed in the Valuation of the general business of the Company, and seeing that the investments produce over 6 per cent. and are likely to do so for a number of years to come, there is every reason to anticipate that there will be an excess of interest earned, which will be available to increase future bonuses. For the business in Japan interest at only 4 per cent. has been assumed, in accordance with the requirements of the Japanese Insurance Law.

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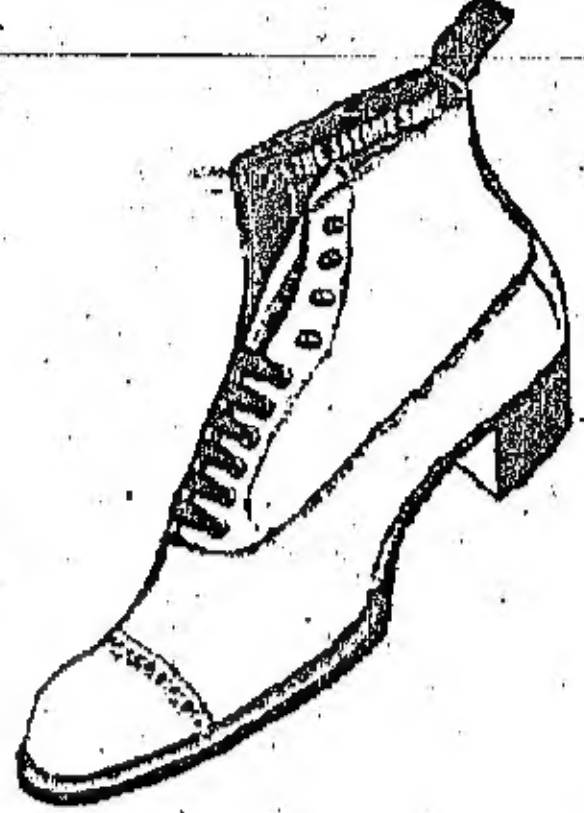
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HONGKONG.



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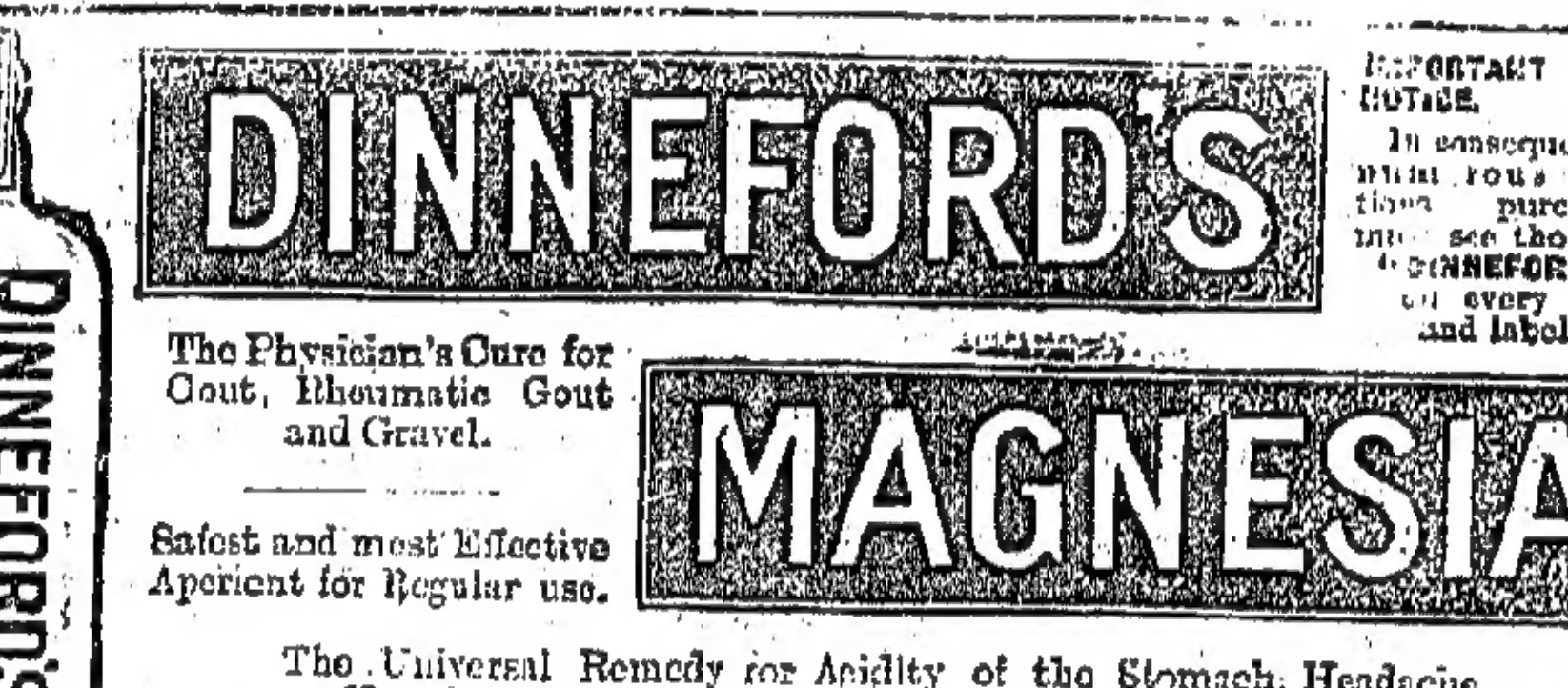
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(EACH PAIR GUARANTEED.)

WM. POWELL, LTD.



RESULTS OF THE VALUATION.
(11)—On the 31st March, 1913, there were in force 18,673 policies of the assurance, which, after deduction of reinsurance, amounted to £12,931,559, and yielded in premiums £1,409,096 per annum. There were also in force 4 Annuities, under which the Company was liable to pay £1,876 per annum. The modified net premiums taken into account in the Valuation amounted to £1,409,186 per annum, so that the margin of premiums thrown off and not valued amounted to £1,740,873 per annum. This margin, technically called "loading," is a fund available for the extra mortality which is to be expected, and for future expenses and profits, amounts to 30 1/2 per cent. of the office annual premiums. Seeing that this loading is a fund which applies solely to existing policies, and is not chargeable with the expenses of acquiring new business, the margin is ample, and from this source very considerable profits should accrue in the future.

(12)—Including a reserve for claims which has accrued but which are payable by instalments, the total estimate of liability amounts to £1,862,368.91. The funds to set against this estimate liability are as follows:—

Ts.	
Assurance and Annuity Fund	8,505,518.49
Annuities Fund (Certain Claims)	9,465.55
payable by instalments	8,514,984.04
Ts.	8,514,984.04

In the balance sheet as issued the two funds above mentioned are kept distinct, but seeing that they both relate to liabilities in respect of life assurance contracts in future they will be merged.

(13)—The funds of the Company are thus

Ts.	
Assurance and Annuity Fund	8,514,984.04
And the liabilities	8,262,368.91
Ts.	252,615.13

The valuation therefore discloses a surplus of

(14)—By a close estimate it is calculated that the surplus brought forward from the previous year amounted to £1,582,444.44, so that the surplus actually earned in the financial year ending 31st March, 1913, was, with close approximation, £1,943,570.69.

(15)—In dealing with this surplus, due regard must be had to the different classes of policies. In the year from 1st April, 1913, to the 31st March, 1914, there will mature policies assuring £1,231,291.86. These policies entitle to bonus, and I think it will be safe to allot to them £1,103,566 out of the surplus disclosed, but I do not think it would be wise to grant them more. This sum will provide 10 per cent. on the Endowment Assurances and Endowments maturing which had

(Continued on Page 6.)

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For 3 Months or More.
A WELL-FURNISHED 7-ROOMED HOUSE, on Upper Levels. Every convenience, including Electric Light, Telephone, etc.; 2 minutes from Tram Station. Apply to—
"X. Y. Z."
Care of "Daily Press" Office, Hongkong, 23rd July, 1913. [902]

TO LET.
THE GROUND FLOOR of No. 6, DEN VEGH ROAD CENTRAL, consisting of a Strong Room and Outhouses suitable for Banking or Commercial Offices, ready for immediate occupation.
Apply to—
DAVID SASSOON & Co. Ltd.
Hongkong, 4th July, 1913. [950]

TO LET.
ONE GODOWN, Duddell Street.
Suite of ROOMS, 16/22, Queen's Road Central, Top Floor.
Furnished, "KIEKENDOO," No. 113, Tan Pak, till 30th September. Immediate possession.
"CRAIG BYRRIE," No. 4, The Peak, 8 ROOMS; Tennis and Croquet Lawns; Fine Situation.
MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS Cheap rental.
To Let or For Sale, "GLENSHIEL," No. 124, Barker Road, Peak. 5 ROOMS.
For Sale, "LADDEROKE," No. 9, Conduit Road, Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.
For Sale, "HARTING and BOGATE," on part of Kowloon Island Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings, Hongkong, 29th July, 1913. [64]

TO LET.
NO. 153, PRAYA EAST, GODOWN.
"HARFURLY," No. 11, Conduit Road.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 22nd July, 1913. [165]

TO LET.
(From 1st July, 1913.)
NO. 2, MOUNTAIN VIEW, THE PEAK.
Apply—
LINSTEAD & DAVIS.
Hongkong, 10th June, 1913. [1780]

TO LET.
MODERN THREE-ROOMED FLATS with every convenience, Humphreys Buildings, Cornhill Avenue, Kowloon.
No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.
FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexandra Buildings, Hongkong, 24th July, 1913. [663]

TO LET.
SHOP, No. 12, Queen's Road Central.
OFFICES, Nos. 12 & 14, Queen's Rd. Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [723]

ON SALE.

MAIL TABLES
FOR 1913.
Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.
Mounted on Card ... 30 Cents.
On Paper ... 25
On Sale at the Hongkong Daily Press Office.
—Hongkong 10th January, 1913.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamer
"NANKIN."
Arrived Hongkong on 23rd July, 1913.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out. Mark by Mark and delivery can be obtained as the Goods are landed.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GORDON and DOUGLAS, at 10 A.M. on MONDAY and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 23rd July, 1913. [1]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.

THE Steamship
"DEN OF RUTHVEN"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd. wharves and/or from the wharves delivery may be obtained.
Goods not cleared by the 4th Aug. at 6 P.M. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 4th Aug., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by **JARDINE, MATHESON & Co., Ltd.,** Agents.
Hongkong, 28th July, 1913. [49]

NOTICE TO CONSIGNEES.

S.S. "MANCHURIA,"
FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.
Cargo remaining undelivered TUESDAY, 29th inst., at 5 P.M., will be landed at Consignees' risk and expense.
Cargo remaining undelivered MONDAY, 4th Aug., at Noon, will, in addition to landing charges, be subject to storage charges.
No Fire Insurance whatever will be effected.
All chafed and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 2nd Aug., at 10 A.M.
No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.
All Claims must be filed on or before 28th August, otherwise they will not be recognised.
O. H. RITTER,
Acting Agent.
Hongkong, 28th July, 1913. [32]

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Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally not

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THE CHINA MUTUAL INSURANCE CO., LTD.

(Continued from page 5.)

originally 10 years' term, with an additional bonus for the policyholders who were older than the average at entry; while for policies maturing with an original term of 15 years it will afford a bonus of 16 per cent. on the sum assured, similarly graded, and corresponding bonuses to the few policies of other terms. This bonus, although not so large as some persons perhaps hoped for, is substantial, and has been fully earned, and it must be remembered that if a larger sum is not now distributed the meaning is that the future welfare of the Company is considered, and that provision is made for bonuses on existing policies with bonus terms not yet completed, and that by the caution now exercised the interests of those who may hereafter assure with the Company are safeguarded, and their prospects of bonus secured.

(10.)—The Directors, I understand, have determined to take only Tls. 5,000 for the share-holders, although under the Deed of Settlement they might take ten per cent. of the surplus. If we read the Deed of Settlement to mean that the share-holders are entitled to 10 per cent. of the surplus disclosed by the Valuation, they would be entitled to a considerable sum, while if we limit the meaning of the Deed to 10 per cent. of the declared dividend surplus, they would be entitled to Tls. 11,506. It is, therefore, seen that in taking only Tls. 5,000 the share-holders exercise self-restraint for the benefit of the policy-holders. I venture to suggest that the Deed of Settlement might be altered to make it more clear. It should strictly limit the share-holders' proportion of the surplus to not more than 10 per cent. of the declared dividend surplus, and, on the other hand, it might give them in addition the interest on their own capital and balances at the average rate actually earned on the total funds of the Company for the year. This, to my mind, would be equitable as between the share-holders and policy-holders, and would be to the advantage of the Company generally.

(17.)—The surplus disclosed being Tls. 252,615.73, and the amount to be distributed being:—

To the Policyholders	103,566.00
To the Shareholders	5,000.00
Tls.	108,566.00

the balance of surplus to be carried forward is Tls. 144,049.73.

(18.)—This balance will be carried forward and accumulated at mortality and interest to provide bonuses on policies of terms not yet expired, and with future surpluses the bonuses in time to come should be really substantial.

(19.)—Seeing that all policies in the China Mutual are on the deferred Participation plan, it is only very recently that any have matured for bonus, and hitherto careful estimates have been made as to the amount which it would be safe to allot to these actually maturing. The time has, however, come when this matter of Bonus Distribution must be put on a more scientific basis, and a plan is being settled by which the annual surpluses realized from time to time will be equitably allotted between the policies actually maturing for bonus and those with bonus terms still running, and the latter portion will be accumulated at mortality and interest to safeguard the interests of the continuing policyholders. To carry out this plan an annual Valuation must be made, and every year the exact financial position of the Company will be shown.

(20.)—In concluding this portion of my report permit me, gentlemen, to express satisfaction with the results of the Valuation, which are better than I anticipated when I came out to Shanghai, and which improve in appearance the more they are examined.

PERSONAL MATTERS.

(21.)—Before I close I must refer to some personal matters of importance, and which have direct bearing on the financial position of the Company. I received from a certain quarter voluminous letters containing very many serious charges of deliberate maladministration against the management, and especially against Mr. Wattie, with copious details of alleged facts which, *prima facie*, appeared to substantiate them. Also in my intercourse with various persons in Shanghai I have found that similar statements have been made in many quarters. I now wish to say that I have investigated thoroughly every one of the charges made in the letters above mentioned, and I find that they are all unfounded. Every possible facility for the investigation has been afforded to me by the directors and officers, who have given me free access to all books and records, even the most confidential—the Minute Books of the Board of Directors, the books of account, the letter books (both official and private)—and the actual facts which I have thus ascertained contradict the alleged facts which were submitted to me. I can say emphatically that none of the charges have solid foundation, and that the management has been conducted throughout in a straightforward and honourable manner. It is true that there were mistakes. Some unfortunate investments were unwisely made, but the Company has not suffered. Mr. Wattie, out of his own resources, has voluntarily and without suggestion or pressure from others, made good the losses, at heavy cost to himself, although under no legal obligation to do so, and everything is now in order.

(22.)—On my way out by the German mail, I made the acquaintance of the Company's representatives at the various ports of call, and I found that they all had unlimited confidence in Mr. Wattie. I am convinced that it would be very advantageous to the Company that he should remain officially connected with it, and I hope that this may be arranged, although for the present family considerations make it necessary for him to reside in England.

THE VIEWS OF SIR GEORGE BIRDWOOD.

An article on "The Drying-up of the Indian Opium Revenue" is contributed by Sir George Birdwood to the *Journal of the Royal Society of Arts*.

He states that the anti-opiumites have now at last fought out their dogged assaults, sustained through twenty-five years, to a conclusive and most fateful victory over the opium revenues of India, at once creating darkness and confusion and perplexities, with an oppressive sense of evils to come, "where aforetime was all light and gladness for the responsible administrators of that country; England's greatest material and, as I believe, spiritual asset and weightiest trust, and the worthiest justification of her Imperial Power." Sir George cites previous communications of his to the Press and the writings of others, and contends that these documents "supply the general evidence from every source of inquiry, physiological, therapeutic, industrial, commercial, and administrative, in support of the opium revenue, and an irrefutable demonstration of the cruel injustice of its virtual confiscation; unless, indeed, England is prepared to compensate India for its loss by an annual payment equal to the average receipts from it during the past twenty-five years, or at least since April 10th, 1891, when Sir Joseph Pense's resolution concerning the cultivation of opium in India was adopted by the narrow majority (160 to 130 votes), of a half-filled House of Commons. In plain terms the abolition of the opium revenue is an iniquitous injury inflicted on India, especially regarded as a ward in Chancery of Great Britain"; and were India granted self-government to-morrow our nefarious recent policy in regard to it would straightaway be revoked." In the course of his examination of the problem he remarks: "Indian opium is, as it always has been, the luxury of the rich in China, as champagne is in Europe and America; the only difference between them being that, while the daily use of champagne or any wines or spirits may prove deleterious to those who abuse the enjoyment of them, the smoking of the pure extract of Indian moneypenny opium, in itself, never be injurious to health, not even when indulged in, so far as the time and the money spent on it are concerned, to so-called 'excess.' I am once met with a single native suffering, or who had ever suffered, from the habitual use of opium; and, excepting cases of accidental or wilful poisoning by opium, I never knew of a single instance of death from its use; and I have never met with anyone, who, in his own experience, has known of a case of death, or injury to health, from the habitual eating or drinking of opium, as practised by the people in any part of India proper. On the contrary, so far as my experience goes, the healthiest populations of India are distinguished for their stigmatised excessive use of opium.

As for opium smoking, I am satisfied that it is, of itself, innocuous as smoking hay, straw, or stubble. Opium, in brief, is one of the greatest gifts of Providence to the peoples of the tropics; and not simply as a soothing adjunct to the digestion of a vegetarian diet, such as that used by the generality of Hindus, and a prophylactic against malaria, but above all because its use, like that of tea, coffee, and tobacco, anticipates and allays a natural thirst of mankind for alcoholic stimulants; which certainly cannot be safely indulged in by the emotional people of Southern Asia and Africa, except with the greatest temperance and scrupulousness. Opium, furthermore, is one of the most economical of stimulants. The special, the exclusive, and to my mind, the intolerable base of opium is its tendency to aggravate the natural love of savage man for solitude and self-seclusion, making troglodytes, and, at the best, hermits and Buddhist, and Hindu, and Muslim recluses of us all; whereas alcohol is a great promoter of conviviality and sociability, and of religion, and civilisation generally, and so of humanity in the noblest sense of the word.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Ango Maru* arrives at Calcutta from St. Cruz on the 2nd August, and leaves again for Rangoon and Valparaiso on the 7th August.

The str. *Ugri* left Moji for this port on the 29th July, p.m., and may be expected here on or about the 4th August.

The H.A.L. str. *Amelia* left Singapore on the 28th July, p.m., and may be expected here on or about the 3rd August, a.m.

The Yokohama office of the Toyo Kisen Kaisha is in receipt of a wireless message to the effect that the str. *Tengo Maru*, which sailed hence on the 21st June, was delivered in New York on the 25th July.

The P.M. str. *Nile*, will sail from Yokohama for Hongkong on the 29th July, between 10 a.m. and noon. The United States mail has been transferred to the O.S.K. str. *Canada Maru*, which is scheduled to arrive here on the 8th August.

The T.K.K. str. *Tengo Maru* left San Francisco for Honolulu on the 26th July, where she is due on the 1st August.

The T.K.K. str. *Shingo Maru* left Yokohama for Honolulu on the 22nd July, and is due at San Francisco on the 7th August.

The T.K.K. str. *Hongkong Maru* left Honolulu for San Francisco on the 29th July, where she is due on the 4th August.

The T.K.K. str. *Kyo Maru* sails for South America via Japan ports and Honolulu on the 5th August, at noon.

The T.K.K. str. *Byo Maru* left Manzanillo for Honolulu on the 26th July, and is due in Hongkong on the 20th September.

SHIPPING IN PORT.

STEAMERS.

ANNA, Norwegian str., 980 Aratun, 25th July—Bangkok 18th July, Rangoon—China.

ATAGOXAN MARU, Jap. str., 2,900 Kawamura, 25th July—Mitsui 19th July, Coal—Mitsui Bishi Kaisha.

ATSUTA MARU, Japanese str., 2,500, J. Nagata, 25th July—Japan str. 25th July, General—Nippon Yusen Kaisha.

BANKI MARU, Japanese str., 2,339, Y. Masa, 25th July—Moji 16th July, Coal—Doddwell & Co.

BENCURCH, British str., 3,600, McMillan, 30th June—Moji 24th June, Coal—Gibb, Livingston & Co.

CARL DIEBOLDSEN, German str., 774, E. Pahrton, 25th July—Rohow 9th July, General—Jensen & Co.

DEV VONDER, British str., 1,047, C. W. Shearer, 25th July—Saigon 21st July, Rice—A. Bane.

EMPRESS OF INDIA, British str., 3,032, A. J. Halley, 24th July—Vancouver 3rd July, Flour and General—Canadian Pacific Railway Co.

FOOTCROFT, British str., 1,228, Lewis, 27th July—Java and Prabaling 10th July, Sugar—Butterfield & Swire.

FUKU MARU, Japanese str., 3,087, H. Tomikuni, 24th July—Moji 17th July, Coal—Mitsui Bussan Kaisha.

HALVARD, Norwegian str., 1,008, C. Anderson, 22nd July—Saigon 12th July, Sugar—Java-China-Japan Lijn.

HANGSANG, British str., 1,350, S. Wilde, 28th July—Shanghai 23rd July, General—Jardine, Matheson & Co.

HANYANG, British str., 1,200, John Cogan, 23rd July—Samarang 15th July, Sugar—Butterfield & Swire.

HUE, French str., 750, Cornelissen, 23rd July—Haiphong 26th July, General—A. R. Marty.

IOHANG, British str., 1,228, W. Shane, 23rd July—Chingwantao 17th July, Coal—Butterfield & Swire.

JELUNGA, British str., 3,320, J. R. O'Sullivan, 22nd July—Moji 17th July, General—David Sassoon & Co.

JOHANNES, German str., 952, U. Ipland, 25th July—Tegal, General—Jensen & Co.

KAIYO MARU, Japanese str., 1,905, Y. Yamamoto, 24th July—Swatow 25th July, General—Osaka Shosen Kaisha.

KIYO MARU, Japanese str., 5,701, Hashimoto, 18th July—Moji 13th July, General—Toyo Kisen Kaisha.

KWANGSE, British str., 1,228, G. J. Spink, 26th July—Saigon 22nd July, Rice—Butterfield & Swire.

KWANGTAN, Chinese str., 1,538, C. Stewart, 23rd July—Shanghai 18th July, General—Chinese.

LABRETZ, British str., 1,340, Wawn, 21st July—Saigon 17th July, Rice—Chinese.

LOAN SUTTON, British str., 2,702, W. L. Clifton, 13th July—Port Arthur 27th April, Case Oil—Doddwell & Co.

LECHOW, British str., 1,221, Meathrel, 27th July—Shanghai 24th July, General—Butterfield & Swire.

MASCHUTTA, American str., 8,750, A. Dixon, 25th July—San Francisco 26th June, Mail and General—Pacific Mail S.S. Co.

MATTHESE, German str., 325, Schlaikier, 20th July—Hohow 19th July, General—Jensen & Co.

MIBURU MARU, Japanese str., 1,905, Uchikoshi, 27th July—Kwang Yen 24th July, Stone—A. Bane & Co.

NIKKO MARU, Japanese str., 3,437, U. Yagi, 25th July—Sydney 9th July, General—Nippon Yusen Kaisha.

PETER RICKMERS, German str., 3,100, Schweemann, 25th July—Moji 19th July, Coal—Mitsui Bussan Kaisha.

PHUEN-EN, British str., 1,066, J. H. S. Orr, 26th July—Saigon 22nd July, Rice—Chinese.

PONATONG, German str., 997, W. Botehr, 26th July—Bangkok 19th July, Rice and Timber—Butterfield & Swire.

ROBERT DOLLAR, British str., 3,420, R. L. Morton, 26th July—Moji 23rd July, Coal—Robert Dollar & Co.

SABINE RICKMERS, Dutch str., 375, Jagt, 24th July—Swatow 24th July, Ballast—Asiatic Petroleum Co.

SIAM, British str., 992, F. Pryne, 22nd July—Antung 17th July, Ballast—Asiatic Petroleum Co.

STRANK, French str., 615, J. Pannier, 26th July—Saigon 24th July, General—Messageries Maritimes.

SUNSHINE, British str., 987, J. Robinson, 25th July—Haiphong and Hohow 24th July, General—Butterfield & Swire.

TAISUEN, Chinese str., 1,210, R. Paramore, 27th July—Shanghai 23rd July, General—Chinese.

TAIWAN, British str., 1,047, Jenkins, 24th July—Saigon 20th July, Rice and Meal—Chinese.

TAMING, British str., 1,350, H. G. Pennofather, 26th July—Manila 22nd July, General—Butterfield & Swire.

TEIPANAS, Dutch str., 2,500, A. Oldenburg, 26th July—Swatow 25th July, General—Java-China-Japan Lijn.

TOSA MARU, Japanese str., 5,823, T. Satow, 27th July—Yokohama 15th July, General—Nippon Yusen Kaisha.

SAMSEN, German str., 998, R. Petersen, 24th July—Swatow 23rd July, Rice and General—Butterfield & Swire.

Give her Bovril

Because the Body-Building Power of Bovril has been proved to be from 10 to 20 times the amount taken.

WEATHER REPORT.

On the 29th at 6.15 a.m.—Red South Cloud and Drum hoisted.

At 11.12 a.m.—Pressure is increasing over Tongking though it is still below normal. It has decreased considerably over Formosa and Luzon, the typhoon having advanced rapidly. At 6 a.m. this morning the centre was in about latitude 18 deg. N. and longitude 121 deg. E. travelling W.N.W. or West.

No returns from Japan.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST:

* Hongkong & Neighbourhood

Formosa Channel ... N. to N.E. gale.

South coast of China between ... The same as Hongkong and Lanooka. No. 1.

South coast of China between ... N.E. winds, light Hongkong and Hainan ... to moderate.

* N.E. winds, moderate to fresh; fine at first, afterwards cloudy and squally.

CHINA COAST METEOROLOGICAL REGISTER.

29th JULY, 1913, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Direction	Force	Weather
Yokohama	7 a.m.	29.75	73	88	SE	2	b
Nagasaki	7 a.m.	29.75	73	88	SE	2	b
Kobe	7 a.m.	29.75	73	88	SE	2	b
Yokohama	8 a.m.	29.75	73	88	SE	2	b
Nagasaki	8 a.m.	29.75	73	88	SE	2	b
Kobe	8 a.m.	29.75	73	88	SE	2	b
Yokohama	9 a.m.	29.75	73	88	SE	2	b
Nagasaki	9 a.m.	29.75	73	88	SE	2	b
Kobe	9 a.m.	29.75	73	88	SE	2	b
Yokohama	10 a.m.	29.75	73	88	SE	2	b
Nagasaki	10 a.m.	29.75	73	88	SE	2	b
Kobe	10 a.m.	29.75	73	88	SE	2	b
Yokohama	11 a.m.	29.75	73	88	SE	2	b
Nagasaki	11 a.m.	29.75	73	88	SE	2	b
Kobe	11 a.m.	29.75	73	88	SE	2	b
Yokohama	12 a.m.	29.75	73	88	SE	2	b
Nagasaki	12 a.m.	29.75	73	88	SE	2	b
Kobe	12 a.m.	29.75	73	88	SE	2	b
Yokohama	1 p.m.	29.75	73	88	SE	2	b
Nagasaki	1 p.m.	29.75	73	88	SE	2	b
Kobe	1 p.m.	29.75	73	88	SE	2	b
Yokohama	2 p.m.	29.75	73	88	SE	2	b
Nagasaki	2 p.m.	29.75	73	88	SE	2	b
Kobe	2 p.m.	29.75	73	88	SE	2	b
Yokohama	3 p.m.	29.75	73	88	SE	2	b
Nagasaki	3 p.m.	29.75	73	88	SE	2	b
Kobe	3 p.m.	29.75	73	88	SE	2	b
Yokohama	4 p.m.	29.75	73	88	SE	2	b
Nagasaki	4 p.m.	29.75	73	88	SE	2	b
Kobe	4 p.m.	29.75	73	88	SE	2	b
Yokohama	5 p.m.	29.75	73	88	SE	2	b
Nagasaki	5 p.m.	29.75	73	88	SE	2	b
Kobe	5 p.m.	29.75	73	88	SE	2	b
Yokohama	6 p.m.	29.75	73	88	SE	2	b
Nagasaki	6 p.m.	29.75	73	88	SE	2	b
Kobe	6 p.m.	29.75	73	88	SE	2	b
Yokohama	7 p.m.	29.75	73	88	SE	2	b
Nagasaki	7 p.m.	29.75	73	88	SE	2	b
Kobe	7 p.m.	29.75	73	88	SE	2	b
Yokohama	8 p.m.	29.75	73	88	SE	2	b
Nagasaki	8 p.m.	29.75	73	88	SE	2	b
Kobe	8 p.m.	29.75	73	88	SE	2	b
Yokohama	9 p.m.	29.75	73	88	SE	2	b
Nagasaki	9 p.m.	29.75	73	88	SE	2	b
Kobe	9 p.m.	29.75	73	88	SE	2	b
Yokohama	10 p.m.	29.75	73	88	SE	2	b
Nagasaki	10 p.m.	29.75	73	88	SE	2	b
Kobe	10 p.m.	29.75	73	88	SE	2	b
Yokohama	11 p.m.	29.75	73	88	SE	2	b
Nagasaki	11 p.m.	29.75	73	88	SE	2	b
Kobe	11 p.m.	29.75	73	88	SE	2	b
Yokohama	12 a.m.	29.75	73	88	SE	2	b
Nagasaki	12 a.m.	29.75	73	88	SE	2	b
Kobe	12 a.m.	29.75	73	88	SE	2	b

T. F. GLAZTON, Director.

1. BAROMETRIC REDUCED TO 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the unit of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF SKY, in blue sky, a detached cloud, a drizzling rain, a fog, a gloom, a hail, lightning, or overcast, pressing showers, a squall, rain, a snow, a thunder, a visibility, a view (wt) 7. WIND in inches tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 29th

Previous Day	On Day	On Day	On Day
at 2 p.m.	at 6 a.m.	at 2 p.m.	at 6 a.m.
Barometer	29.56	29.63	29.56
Temperature	82	79	87
Humidity	82	93	74
Wind Direction	East	WSW	WSW
Force	2	0	0
Weather	0	0	0
Rain	0	0.00	0

Highest open air temperature on 28th ... 85

Lowest open air temperature on 28th ... 79

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PENANG, GULF, CONTINENTAL,
AMERICAN AND SOUTH AFRICA PORTS.

VESSELS ON THE BERTH

“ASSAYE,”
Capt. G. J. Caldwell, carrying His
Majesty's Mails, will be despatched from
this port for BOMBAY, on SATURDAY,
31st August, 1913, at Noon, taking
passengers and cargo for the above Ports,
in connection with the Co.'s s.s. “MALOJA,”
which will be despatched before departure
from Hongkong.

Subsidiary Vessels and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamers proceeding direct to
Marseilles and London, other Cargo for
London, &c., will be conveyed via Bombay
in the s.s. “CALLEDONIA” due in London on
the 15th September, 1913.

For further particulars, apply to
E. A. HEWITT,
Superintendent,
Hongkong, 21st July, 1913.

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

Alacrity, despatch boat, 1,700 tons, 4 guns, 2,000
i.h.p., Comdr. A. Cochran, Weihaiwei.

Atlas, admiral's flag, 615 tons, 1,400 i.h.p.,
Hongkong.

Bramble, gun boat, 710 tons, 900 i.h.p., Lieut.-
Comdr. H. E. Prichard, Weihaiwei.

Britomart, gunboat, 710 tons, 900 h.p., Lieut.
Comdr. W. H. Darvall, Hankow.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400
i.h.p., Comdr. Hugh P. E. T. Williams,
Weihaiwei.

Cherub, water tank and tug, 390 tons, 340 i.h.p.,
Master W. Smith, Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p.,
Comdr. MacKenzie, Hongkong.

Fama, torpedo boat destroyer, 340 tons, 5 guns,
5,700 i.h.p., Lieut.-Comdr. Wilkinson,
Canton.

Flora, 4,350 tons, 9,000 f.d., 12 guns, Capt.
Charles F. Corbett, M.V.O., Shanghai.

Hamshire, 10,850 tons, 21,000 f.d., 14 guns,
Capt. Marcus Rowley Hill, Weihaiwei.

Kilnash, 616 tons, 1,200 i.h.p., Lieut.-Comdr.
H. Marryat, Yangtze.

Morlin, surveying ship, 1,070 tons, 6 guns,
1,400 i.h.p., Capt. F. C. P. Pasco, Singapore.

Minotaur, armoured cruiser (flagship Vice-
Admiral T. H. Dorr, C.B.), 27,000 i.h.p.,
Capt. E. B. Kiddle, Weihaiwei.

Monmouth, armoured cruiser, 9,600 tons, 22,000
i.h.p., Capt. B. H. F. Bartlett, M.V.O.,
Weihaiwei.

Motheen, river gunboat, 180 tons, 2 guns, 800
i.h.p., Lt.-Comdr. Alan Dixon, West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine
12,000 f.d., Capt. E. A. Forster, Weihaiwei.

Nightingale, river gunboat, 35 tons, 240 h.p.,
Lieut.-Comdr. Malcolm Murray, R.N.,
Yangtze.

Otter, torpedo boat destroyer, 385 tons, 6 guns,
6,500 i.h.p., Lieut.-Comdr. Wilkinson,
Canton.

Ribbit, T.B.D., 590 tons, 7,500 f.d., 6 guns,
Lieut.-Comdr. E. J. G. Mackintosh,
Weihaiwei.

Robin, river gunboat, 35 tons, 2 guns, 240 h.p.,
Lt.-Comdr. J. Fleetwood-Nash, West River.

Rosario, depot ship for submarines, 980 tons,
1,400 i.h.p., Commander N. E. Archdale,
Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut.-Comdr. L. A. S. H. Hutton,
West River.

Ships, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taka, torpedo boat destroyer, 305 tons, 5,000
i.h.p., Gunner W. H. Myer, Hongkong.

Tamar, receiving ship, 4,650 tons, 6 guns,
Commodore R. Anstruther, C.M.G.,
Hongkong.

Ted, river gunboat, 180 tons, 2 guns, 800 i.h.p.,
Lieut.-Comdr. Hon. Guy Stopford,
Chungking.

Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr.
H. R. N. Cottrell-Dormer, Yangtze.

Uak, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.
Maxwell, Weihaiwei.

Vinago, torpedo boat destroyer, 395 tons, 6 guns,
6,500 i.h.p., Lt.-Comdr. Boddam Whitman,
Weihaiwei.

Walrus, T.B.D., 590 tons, 7,500 f.d., 6 guns,
Comdr. Seymour, Weihaiwei.

Whiting, torpedo boat destroyer, 360 tons, 5
guns, 5,500 h.p., Lieut.-Comdr. R. Neville,
Weihaiwei.

Wildgoose, gunboat, 195 tons, 2 guns, 800 h.p.,
Lieut.-Comdr. J. C. V. Berrett, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,
Lt.-Comdr. M. B. L. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,
Lt.-Comdr. Robin W. Heyd, Yangtze.

Submarines:—
C. 36, D. J. McGillicie, Lieut.-Comdr.
C. 37, J. A. Gairnes, Lieut.-Comdr.
C. 38, R. K. C. Pope, Lieut.-Comdr.

T.B. 035, Lieut.-Comdr. H. Underley, Hongkong.
T.B. 036, Lieut.-Comdr. Stilleman, Hongkong.
T.B. 037, Lieut.-Comdr. Nicol, West River.
T.B. 038, Lieut.-Comdr. Seymour, West River.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked “h,” nearest Hongkong “h,” and those vessels berthed at the Kowloon Wharf “k,” together with the number denoting the section.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. J. Caldwell	P. & O. S. N. Co.	On 2nd Aug. at Noon.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	G. J. Caldwell	JARDINE, MATHESON & Co., Ltd.	On 5th Aug. at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	BERMUDA	Ger. str.	k. w.	G. J. Caldwell	P. & O. S. N. Co.	About 6th Aug.
HAVRE, BREMEN & HAMBURG, &c.	SILSIA	Ger. str.	k. w.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 18th Aug.
MARSEILLES via SAIGON, SPORE, COLOMBO, PORT SAID	ANAZON	Ger. str.	k. w.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 26th Aug.
MARSEILLES via SAIGON, SPORE, COLOMBO, PORT SAID	PRUSSIAN	Ger. str.	k. w.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 12th Aug. at 1 p.m.
MARSEILLES via SAIGON, SPORE, COLOMBO, PORT SAID	HITACHI MARU	Jap. str.	k. w.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 12th Aug.
MARSEILLES via SAIGON, SPORE, COLOMBO, PORT SAID	SARAWA	Jap. str.	k. w.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 13th Aug. at 1 p.m.
MARSEILLES via SAIGON, SPORE, COLOMBO, PORT SAID	SHIZUKA MARU	Jap. str.	k. w.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 22nd Aug.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	CANADA MARU	Jap. str.	k. w.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 13th Aug. at 4 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	DEN OF COMBIE	Brit. str.	—	G. J. Caldwell	JARDINE, MATHESON & Co., Ltd.	On 23rd Aug. at 1 p.m.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	YORF	Ger. str.	—	G. J. Caldwell	JARDINE, MATHESON & Co., Ltd.	About 24th Aug.
GENOA, NAPLES, ALGERS, GIBRALTAR, SOUTHAMPTON	CAPRI	Ital. str.	—	G. J. Caldwell	MELORES & Co.	On 6th Aug. at Noon.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	G. J. Caldwell	SANDBER, WHEELER & Co.	About 31st inst.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	BOHRMIA	Aus. str.	—	G. J. Caldwell	SANDBER, WHEELER & Co.	On 15th Aug. at 4 p.m.
BOSTON & NEW YORK	ARAGORNIA	Ger. str.	k. w.	G. J. Caldwell	HAMBURG-AMERICA LINE	To-day, at Noon.
YANCOOVER via SHANGHAI, JAPAN, &c.	SHIBUKAWA	Brit. str.	2 m.	G. J. Caldwell	HAMBURG-AMERICA LINE	To-morrow.
YANCOOVER via SHANGHAI, JAPAN, &c.	SHIBUKAWA	Brit. str.	2 m.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 30th Aug. at Noon.
YANCOOVER via SHANGHAI, JAPAN, &c.	SHIBUKAWA	Brit. str.	2 m.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 5th Aug. at 1 p.m.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SHIBUKAWA	Brit. str.	2 m.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 7th Aug. at Noon.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SHIBUKAWA	Brit. str.	2 m.	G. J. Caldwell	HAMBURG-AMERICA LINE	On 16th Aug. at 5 p.m.
SAN FRANCISCO via KEELUNG & JAPAN, &c.	SHIBUKAWA	Brit. str.	2 m.	G. J. Caldwell	HAMBURG-AMERICA LINE	About 29th inst.
ODSSEA & BLACK SEA PORTS	ALTAI	Rus. str.	—	G. J. Caldwell	BRADLEY & Co.	To-day, at Noon.
AUSTRALIAN PORTS via MANILA	INABA MARU	Jap. str.	—	G. J. Caldwell	NIPPON YUSEN KAISHA	On 9th Aug. at 9 a.m.
AUSTRALIAN PORTS via MANILA	PRINCE SIGISMUND	Brit. str.	—	G. J. Caldwell	GIBB, LIVINGSTON & Co.	On 16th Aug. at 11 a.m.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	G. J. Caldwell	GIBB, LIVINGSTON & Co.	On 5th Aug. at Noon.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	KIYO MARU	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	Quick despatch.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	About 31st inst.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 22nd Aug. at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-day, at 5 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 1st Aug. at Noon.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 19th Aug.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 22nd Aug.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 9th Aug.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 4th Aug. at Noon.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 1st Aug. at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 8th Aug. at Noon.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-day.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-morrow, at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-morrow.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	About 31st inst.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 1st Aug. at 6 a.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 2nd Aug. at Noon.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 3rd Aug. at Noon.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 5th Aug. at 11 a.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 8th Aug. at 11 a.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-day, at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 2nd Aug. at 2 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 5th Aug. at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 9th Aug. at 2 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 15th Aug. at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	Quick despatch.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	Quick despatch.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-morrow, at 11 a.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 6th Aug. at 10 a.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-day, at 2 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 3rd Aug. at Noon.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-morrow, at 11 a.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 5th Aug. at 11 a.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 8th Aug. at 11 a.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-day, at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 2nd Aug. at 2 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 5th Aug. at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 9th Aug. at 2 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 15th Aug. at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	Quick despatch.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	Quick despatch.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	To-day, p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 4th Aug.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 4th Aug.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	On 8th Aug. at 2 p.m.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	YOKOHAMA	Jap. str.	—	G. J. Caldwell	JAVA-CHINA-JAPAN LINE	End of Aug.

SHIPPING

ARRIVALS.

ALTAI, Russian str., 5,850, J. Caldwell, 2nd July—Shanghai 25th July, 1st. —Bradley & Co.
BRUSOVIA, German str., 3,155, J. Caldwell, 29th July—Manila 27th July, General. —Hamburg-America Line.
EMPIRE, British str., 4,300, E. T. Pitcher, 29th July—Sydney 24th July, General. —Gibbs, Livingston & Co.
HAIMUN, British str., 615, J. W. Evans, 29th July—Swatow 28th July, General. —Douglas, Lapraik & Co.
HONG WAN, British str., 2,000, J. Wason, 28th July—Singapore 23rd July, General. —Chinese.
INABA MARU, Japanese str., 6,150, S. Tomimaga, 28th July—Nagasaki 23rd July, General. —Nippon Yusen Kaisha.
KAISHA, Japanese str., 1,093, G. W. W. Leask, 29th July—Manila 28th July, General. —Jardine, Matheson & Co.
Tao Shen, Chinese str., 570, O. H. Lewis, 28th July—Tian Tang Bay 24th July, Salt. —Bunce & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
July 29th.
CARL DIEDERICHSEN, Ger. str., for Hoihow, DEN OF COMBIE, British str., for Manila, FUKUKI MARU, Jap. str., for Wakamatsu, NIKKO MARU, Japanese str., for Nagasaki.

DEPARTURES.

July 29th.
ALTAI, Russian str., for Singapore.
CHINA, American str., for San Francisco.
DAITO MARU, Japanese str., for Canton.
EMPIRE, British str., for Yokohama.
ERNEST SIMONS, French str., for S'pore.
HAIKUN, British str., for Swatow.
HANGSANG, British str., for Canton.
HANOI, French str., for Haiphong.
SANDUKI MARU, Jap. str., for Seattle.
SINGAN, British str., for Shanghai.
VORONER, Russian str., for Singapore.

PASSENGERS.

ARRIVED.
Per Empire, from Sydney, H.E. Filomeno Cabral, Lady Cabral and family, Mr. Oxley.

DEPARTED.

Per Nikko Maru, for Seattle, etc., Mr. and Mrs. Avery, Mr. Burk, Mr. Young, Miss Wexman, Miss Benson, Mr. and Mrs. Merritt, Miss G. McAllister, Miss Edgar Smith, Mr. and Mrs. Knox, Capt. G. Anderson, Mrs. Spörberg and Mr. E. A. Ericson.

Per China, for San Francisco, etc., Mr. M. M. Maas, Mr. H. George, Miss H. Courlander, Mr. and Mrs. A. P. Goodwin, Mr. N. L. Watson, Miss M. Rielly, Capt. E. H. Kirwan, Mr. W. M. Russell, Mr. A. Poole, Mrs. G. M. Nugent, Mr. R. E. Haase, Mr. A. J. Chase, Mr. and Mrs. M. Darvach, Mrs. A. D. Curtis, Mr. A. Forbes, Mr. J. Saffer, Mr. J. J. Connell, Mr. R. J. Tobin, Mr. A. Quiraga, Mr. A. Cohen, Mr. and Mrs. H. R. Bostwick.

Per Nikko Maru, for Japan, etc., Dr. E. W. Kirk, Hon. C. J. Roberts, Mr. Franco Worswick, Mr. Urquhart, Mrs. Urquhart, Miss Saunders, Miss Niel, Miss Brann, Mr. V. Sawahiti, Mr. R. H. Crofton, Mrs. Godsell, Miss Baisson, Col. Hammond, Mr. B. Cornnach, Lieut. Spencer, Miss Griffin, Miss M. Smith, Mr. Parson, Mr. Stone, Mrs. Evan Jones, Mr. and Mrs. Poole, Mrs. K. Murakami, Mr. R. Ikeda, Mr. I. Imai, Mrs. H. Kito, Mrs. H. Takatomi, Miss Marjorie Pass, Miss Victoria Pass, Mrs. Hardy and Mr. H. Bray.

PASSED THE CANAL.

May 30th—Antiochus, Nora.
June 6th—Teucer, Tydeus, Den of Glamis.
June 10th—Bohemia, Nippon.
June 13th—Indrati, Nile, Carseus.
June 17th—Dunbar.
June 20th—Vorwärts, Cotsold Range, Yangtze, O. J. D. Ahlers.
June 21st—Mormon.
July 1st—Benvenue, Palawan, Afghan Prince, Arabia, Glenary.
July 4th—Hagavia, Kitano—Maru, Pola, Polynece.
July 8th—Arabia, Goben, Japan, Theodor, Baron Ogilvy, Neleus.
July 11th—Anam, Hypan, City of Barada, Nyansa, Baron Jeddburgh.
July 15th—Bentham, Idomeneus, Samaira, Wabara, Maru, Kito.
July 18th—Ali Maru, Australien, Austria, Buelow, Iyo Maru, Persia.
July 25th—Aki Maru, Arabia.

ARRIVALS AT HOME.

July 25th—Armand Schier, Inverclyde, Glenelg, Jason, Fort, Paiko, Cliftonian, Loonclon.

CANADIAN PACIFIC
ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL AND HONGKONG. All other dates are approximate only.

To VANCOUVER					To L'POOL			
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THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG
TO:VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS.**INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN
AFRICAN LINE.**PROPOSED SAILINGS.**FROM HONGKONG: 2nd August. Connecting with "MIRAMICHI" 16th August.
FROM COLOMBO: 16th August.**ORIENTAL AFRICAN LINE.**Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the
quickest Freight Transport from the ORIENT to SOUTH AFRICA.**PROPOSED SAILINGS.**

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

133

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.**REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.**EASTWARD.**S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched
to SHANGHAI, KOBE and MOJI on 16th August.**WESTWARD.**S.S. "JELUNGA," 5,200 tons, Captain J. R. O. Sullivan, will be despatched
for SINGAPORE, PENANG and CALCUTTA on 31st July.
S.S. "ARRATON APCAR," 4,400 tons, Capt. W. Walker, will be despatched
as above on 5th August.The above Steamers have excellent Saloon accommodation for Passengers and are fitted
with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

DAVID SASSOON & CO., LTD.,

Hongkong, 29th July, 1913.

AGENTS

130

**"THE BIG 4" of the
PACIFIC MAIL S.S. CO.**

MONGOLIA 27,000 tons, twin screws	COMFORT.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONO- LULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.
MANCHURIA 27,000 tons, twin screws		
KOREA 18,000 tons, twin screws	SAFETY.	
SIBERIA 18,000 tons, twin screws		
NILE ... 11,000 tons	SPEED.	
CHINA ... 10,200 tons		
PERSIA ... 9,000 tons		

SOME FEATURES OF SERVICE.Lights, Fans, Swimming Tank, Band, Cuisine, Games,
Amusements, Wireless, Submarine Signal Service, and
Bilge Keels.**The Cost:** is not more by this route with its unrivalled opportunities
than by any other route. For a return ticket to London
the cost is but £120, including berth and meals across America. To San Francisco
via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE
First Class accommodations are provided for £54 to London (return ticket £90.10s.)
and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular
or Civil Service, on application.

STEAMERS.	Tons	Starting
MANCHURIA	27,000	TUESDAY, 5th Aug., at 1 p.m.
NILE	11,000	SATURDAY, 16th Aug., at 3 p.m.
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 p.m.
PERSIA	9,000	SATURDAY, 13th Sept., at Noon.
KOREA	18,000	SATURDAY, 30th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	

*** INTERMEDIATE STEAMERS.**Passengers holding through Tickets have the privilege of travelling by Train between
Kobe and Yokohama Free of Charge.**HONGKONG-MANILA SERVICE.**

FROM HONGKONG.	Arrive Manila.	Leave Manila.	From Manila.	Arrive Hongkong.
16th Aug. ... NILE	18th Aug.	5th Aug. ... NILE	8th Aug.	
14th Sept. ... PERSIA	15th Sept.	14th Aug. ... MONGOLIA	16th Aug.	
14th Oct. ... CHINA	16th Oct.	2nd Sept. ... PERSIA	4th Sept.	
28th Oct. ... NILE	30th Oct.	10th Sept. ... KOREA	12th Sept.	
25th Nov. ... PERSIA	27th Nov.	24th Sept. ... SIBERIA	26th Sept.	

LET US PLAN AN ITINERARY FOR YOU.King's Building (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915**MESSAGERIES MARITIMES.
FRENCH MAIL LINES.**FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

FOR STEAMER TO SAIL

SHANGHAI, KOBE AND CHINA
YOKOHAMA ... Capt. Barthelemy
MARSEILLES VIA PORTS ... Capt. Girard ... On 12th Aug., at 1 p.m.TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY
and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE
and BLACK SEA.Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours
Railway from MARSEILLES to LONDON. Interpreters meet passengers on their
arrival in Marseille.

For further particulars apply to

S. C. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

2

**HONGKONG. CANTON. MACAO &
WEST RIVER STEAMERS**JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., AND CHINA NAVIGATION CO., LTD.**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 30th JULY, 1913.	8 a.m. "HONAM."	8 a.m. "HEUNGSHAN."
10 a.m. "KINSHAN."	5 p.m. "FATSHAN."	
THURSDAY, 31st JULY, 1913.	8 a.m. "HEUNGSHAN."	8 a.m. "HONAM."
10 p.m. "FATSHAN."	5 p.m. "KINSHAN."	

A Telephone service has been recently installed on the Canton Company's steamers.
Day steamers Call No. 776 Night steamers Call No. 775.**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.**EXCURSION TO MACAO.**

SUNDAY, 3RD AUGUST, 1913.

The Company's Steamship

"SUI AN"Will depart from the WING LOK STREET WHARF at 9 a.m. and return from
Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m.,
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the excursion steamer returning from Macao at 5 p.m.**FARES AS USUAL.**

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.S.S. "HOI-SANG," 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE
INDO-CHINA STEAM NAVIGATION CO., LTD.**CANTON-WUCHOW LINE.**S.S. "SUI AN," 588 tons, and S.S. "NANNING," 569 tons
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the
Company's direct steamers "LINTAN" and "SANGU" these vessels have superior
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**
Hotel Mansions (First Floor), opposite the Blake Pier.**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORT SAID	HITACHI MARU Capt. Yamawaki	13,000	WEDNESDAY, 13th Aug., at 11 p.m.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SHIDZUOKA MARU Capt. Iizawa	12,500	TUESDAY, 12th Aug., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	INABA MARU Capt. S. Fomigata NIKKO MARU Capt. M. Yagi	12,500 9,600	WEDNESDAY, 30th July, at Noon. WEDNESDAY, Aug., at Noon.
CALCUTTA via SINGAPORE PENANG & RANGOON			
BOMBAY via SINGAPORE, and COLOMBO	PENANG MARU Capt. Noma	12,000	MONDAY, Aug.,
KOBE and YOKOHAMA	KITANO MARU Capt. Cape	16,000	WEDNESDAY, July, at 5 p.m.
SHANGHAI, KOBE and YOKO- HAMA			
NAGASAKI, KOBE and YOKOHAMA			
SHANGHAI, MOJI, KOBE and YOKOHAMA			

Fitted with New System of Wireless Telegraphy.

1 Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 252 and 1241.

11-12-13

**SAN FRANCISCO
SCENIC ROUTE**TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC**DENVER AND RIO GRANDE.**

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 11,000 tons.
S.S. CHIYO MARU ... 11,000 tons.
S.S. SHINYO MARU ... 22,000 tons.S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
S.S. HONGKONG MARU ... 11,000 tons. (INTERMEDIATE).
HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and
HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket,
baseball, dances and free newspaper containing World's happenings by wireless.**WESTERN PACIFIC-DENVER AND
RIO GRANDE.**The T.K.K. liners connect at San Francisco with the palatial trains of the Western
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver
WITHOUT CHANGE.Through Standard Sleepers,
Through Tourist Sleepers,
Dining Cars—Observation Cars,
Electric Light—Electric Fans, Union Depots.
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the
Sierras—Feather River Canyon and the Royal Gorge of Colorado.
Convenient connections at Chicago with trains for New York Transatlantic Steamers)
and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for
Ticket form No. 625.**C. LACY GOODRICH,**
GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA AND KING'S BUILDING, HONGKONG, 157**AUSTRIAN LLOYD.**(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor
Stewardess, Landstewardess, Wireless Telegraphy.FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ and PORT SAID.
S.S. "E. F. FERDINAND," 12,000 tons, will leave as above about 31st July.
These Steamers of large tonnage are fitted with comfortable and class accommodation for Saloon
Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £3.15, II £2.1.6.
BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lugano, Bale, Lucerne, Calais or Boulogne, Class I £2.15, II £1.8.1.0.
BY SEMI-EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £3.1.11, II £2.9.9.
BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.6.TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st August, at 6 a.m.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
TO KOBE via SHANGHAI, YOKOHAMA.S.S. "VORWAERTS," 12,900 tons, will leave as above about 31st July.
Cargo (stater at through rates) to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.**SANDER, WIELER & Co., Agents,****SWEDISH EAST ASIATIC
CO., LTD.
GOTHENBURG.**

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, ...	"YEDDO"	7,200	On 7th Sept.
KOBE and MOJI ...			

For Freight and Further Particulars, apply to
TELEPHONE NO. 171.
ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

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**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDONTAKING PASSENGERS ALSO TO
COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PITRUOVA (London 1 day later)
ASSAYE ...	August 2	MALAJA ...	SUNDAY Aug. 31	SATURDAY Sept. 6
DELTA ...	August 16	MONGOLIA ...	SUNDAY Sept. 14	FRIDAY Sept. 20
ARCADIA ...	August 30	MAGEDONIA ...	SATURDAY Sept. 7	FRIDAY Oct. 3
DEVANHA ...	Sept. 13	MAIWA ...	SUNDAY Oct. 11	FRIDAY Oct. 17
ASSAYE ...	Sept. 27	MOOLTAN ...	SUNDAY Oct. 25	FRIDAY Oct. 31
CHINA ...	October 11	MOOREA ...	SUNDAY Nov. 8	FRIDAY Nov. 14
DELTA ...	October 25	MAMORA ...	SUNDAY Nov. 22	FRIDAY Nov. 28
INDIA ...	Nov. 8	MOLDAYIA ...	SUNDAY Dec. 6	FRIDAY Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in
Hongkong at the time of Booking.FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 27.12
IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDONCARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES;
PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
SIMLA ...	August 6	Sept. 12	Sept. 21
NAMUR ...	August 20	Sept. 25	Oct. 5
NANKIN ...	September 3	October 9	Oct. 18
NYANZA ...	September 17	October 24	Nov. 2
NORF ...	October 1	Nov. 5	Nov. 16
SYRIA ...	October 15	Nov. 19	Nov. 29
SUMATRA ...	October 29	Dec. 2	Dec. 11
	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £38.10 27.4
All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy
For further Particulars, apply to—**E. A. HEWETT,**
SUPERINTENDENT.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMSHIP	TO RAIL	REMARKS
SHANGHAI	DELTA	Capt. E. P. Martin, R.N.R.	About 31st July. } Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Capt. G. J. Caldwell	Noon, 2nd Aug. } See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SIMLA	Capt. G. Phillips	About 6th Aug. } Freight and Passage.
SHANGHAI, MOJI, KOBE, NYANZA AND YOKOHAMA		Capt. H. N. Rivers, R.N.R.	About 7th Aug. } Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to
E. A. HEWETT, Superintendent.
Hongkong, 25th July, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMSHIP	TO RAIL	REMARKS
MANILA, CEBU AND ILOILO	"TAMING"		On 30th July, 4 P.M.
SAIGON	"HANYANG"		On 31st July, 11 A.M.
SHANGHAI	"LUCHOW"		On 31st July, 4 P.M.
TSINGTAU, WEIHAIWAI, CHE-FOO, NEWCHANG & CHINWANGTAO	"ICHANG"		On 1st Aug., 4 P.M.
SHANGHAI	"YINGCHOW"		On 2nd Aug., 11 P.M.
SHANGHAI	"ANHU"		On 7th Aug., 4 P.M.
WEIHAIWAI & TIENTSIN	"HUICHOW"		On 9th Aug.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHU," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 12 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS
Hongkong, 30th July, 1913. TELEPHONE 36.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 28th July.	On 16th Aug., 11 A.M.
ALDENHAM	On 31st July.	

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to
GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
S.S. BELGRAVIA	30th July.	
S.S. BRISGAVIA	31st July.	
S.S. SCANDIA	14th Aug.	
S.S. RENEGAMBIA	26th Aug.	
S.S. VOKERMARK	28th Aug.	
S.S. ALBERTA	11th Sept.	
S.S. ARABIA	23rd Sept.	

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SHANGHAI, KOBE and YOKOHAMA:	For VANCOUVER, SEATTLE and/or TACOMA and PORTLAND (Or):
S.S. BELGRAVIA ... 30th July.	S.S. BRISGAVIA ... 31st July.
S.S. BRISGAVIA ... 31st July.	For BOSTON & NEW YORK:
S.S. SCANDIA ... 14th Aug.	S.S. ARAGONIA ... 1st Aug.
S.S. RENEGAMBIA ... 26th Aug.	For MARSEILLES, HAVRE & HAMBURG:
S.S. VOKERMARK ... 28th Aug.	S.S. PREUSSEN ... 19th Aug.
S.S. ALBERTA ... 11th Sept.	For HAVRE, DUNKERK, ROTTERDAM & HAMBURG:
S.S. ARABIA ... 23rd Sept.	S.S. BERGMUDA ... 18th Aug.
	For MARSEILLES & HAMBURG:
	S.S. SAXONIA ... 22nd Aug.
	For HAVRE, BREMEN & HAMBURG:
	S.S. SILEZIA ... 26th Aug.

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG SOUTH CHINA COAST PORTS

STEAMSHIP	CAPTAIN	LEAVING
"HAINUN"	Capt. J. W. Evans	THURSDAY, 31st July, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th Aug., at 11 A.M.
"HAITAN"	Capt. J. S. Knoch	FRIDAY, 8th Aug., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Months of July and August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS
Hongkong, 30th July, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S. NIPPON MARU & HONGKONG MARU. INTERMEDIATE STEAMERS. Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU on THURSDAY, the 7th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

ANYO MARU, BUYO MARU and KIYO MARU

Fly between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to
S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

IN CONNECTION AT TACOMA AND SEATTLE WITH THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

JAPAN-BOMBAY LINE.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

FOR BOMBAY VIA SINGAPORE, PORT SWETENHAM, PENANG & COLOMBO.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

FOR MOJI, KOBE AND YOKKAICHI.

CHINA & FORMOSA LINE.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

FOR CANTON.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to
Z. KAMIYA, MANAGER
Second Floor, No. 1, Queen's Building

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 5th Aug., 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Aug., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to
SHEWAN TOMES & Co. General Managers,
Hongkong, 28th July, 1913.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

GRAVING DOCK—78' by 85' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P. As supplied to the British Admiralty and War Office.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION. MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK."

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMSHIP	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Green	THURSDAY, 7th Aug., Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., at Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.

ORDDEUTSCHER LLOYD. BREME **IMPERIAL GERMAN MAIL.**